

CLASSIFICATION: **SECRET** SECURITY INFORMATION

COUNTRY: Germany (Soviet Zone) REPORT NO.   25X1

TOPIC: Cottbus Airfield

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25X1 EVALUATION:   PLACE OBTAINED:   25X1

DATE OF CONTENT:   25X1

DATE OBTAINED:   DATE PREPARED: 16 July 1952

25X1 REFERENCES:  

PAGES: 4 ENCLOSURES (NO. & TYPE): 1 - a sketch on ditto

REMARKS:   
    
    
 

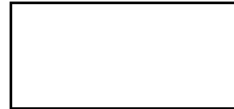
1. The following air activities were observed at Cottbus airfield between 17 and 9 June:

<u>Date</u>	<u>Observations</u>
17 May	Between 8 a.m. and 2 p.m., local flying by <span style="border: 1px solid black; padding: 0 20px;"> </span> ILLEGIB 2 jet bombers <span style="border: 1px solid black; padding: 0 20px;"> </span> at an altitude of 500 meters. 25X1
19 "	Between 2:45 and 4 p.m., local flying by jet bomber <span style="border: 1px solid black; padding: 0 20px;"> </span> 25X1
21 "	At 6:30 a.m., 3 jet bombers were made ready to take-off. Only plane <span style="border: 1px solid black; padding: 0 20px;"> </span> took off, apparently for a weather observation flight.
22 "	Between 8 a.m. and 3 p.m., formation flying by jet bombers <span style="border: 1px solid black; padding: 0 20px;"> </span> 25X1 <span style="border: 1px solid black; padding: 0 20px;"> </span> the take-offs were made at intervals of 15 to 35 seconds. Subsequently, the planes assembled in a flight at an altitude of 400 to 500 meters. The space between the aircraft was about the width of 1 or 2 wing spans. Plane <span style="border: 1px solid black; padding: 0 20px;"> </span> which headed the formation flew in the middle. 25X1
23 "	No flying activity.
24 "	Between 7:40 a.m. and 3 p.m., formation flying by a flight.
25 ")	No flying activity.
26 ")	No flying activity.
27 "	Formation flying by jet bombers <span style="border: 1px solid black; padding: 0 20px;"> </span> 25X1 The take-offs and landings were made at short intervals. During air activity, a command car with two rod antennas 4 to 5 meters long was parked at the edge of the landing field.
29 "	Jet bombers <span style="border: 1px solid black; padding: 0 20px;"> </span> practiced formation flying at altitudes above 6,000 meters. They further practiced the assembly and breaking up of formation. The time intervals between take-offs and landings of individual planes were reduced more and more. A B-25 <span style="border: 1px solid black; padding: 0 20px;"> </span> once took off for a short local flight.

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- | <u>Date</u>      | <u>Observations</u>  |
|------------------|--|
| 31 May           | A fourth jet bomber was observed at the field for the first time. One of the other three jet bombers was on blocks. Its landing gear was dismounted. |
| 3 to 9 June      | No air activity by jet bombers.<br>On 9 June, only 2 jet bombers were observed at the field.   |
| 6, 7, and 9 June | A twin-engine plane was observed in the air, probably making navigation flights.   |
2. During the night of 19 May, four AA guns were unloaded at the field. Four 85-mm AA guns and 12 to 16 x 37-mm AA guns were observed near the evacuated buildings south of the road maintenance station. After 6 June, AA guns with ballistic directors were emplaced in the southern section of the field. The crews wore red-bordered black epaulets. (1)
  3. The previously reported road leading from the road maintenance station toward Zasow terminated at the ammunition dump. (2) Four barracks installations were under construction east of the railroad line northeast of the runway. (3)
  4. After 1 June, many female air force members who wore blue epaulets were observed.
  5. A new radio installation with one mast was observed at Unter Teich. (4)
  6. The following motor vehicles were observed entering and leaving the field:

truck  
 " used for driver training  
 "  
 truck  
 " occupied by airmen  
 " occupied by soldiers  
 truck with soldiers wearing caps with a crimson ribbon  
 truck  
 " with air force officers  
 "  
 "   
 sedan with air force officers  
 bus  
 truck  
 truck  
 "  
 "  
 "  
 "  
 "  
 " occupied with air force soldiers  
 ambulance  
 sedan occupied by a high-ranking air force officer who went daily to the field  
 occupied by air force officers  
 occupied by air force officers  
 occupied by army officers coming from the field

(5)

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7. On 20 May, 2 type-27s, 1 type-30 and 24 dark twin-engine aircraft were counted at the field. The following air activity was observed between 7:20 and 9:40 a.m.:

<u>Take-Off</u>	<u>Landing</u>	<u>Aircraft</u>
7:45 a.m.	8:03 a.m.	type-30
8:12 "	8:20 "	type-30
8:33 "	8:54 "	type-30
8:33 "	8:53 "	type-27
8:44 "	8:58 "	type-27
9:01 "	9:09 "	type-27
9:31 "	9:37 "	type-30

The aircraft required about two thirds of the runway for taking off. At the landings, the aircraft touched ground at the east end of the runway and taxied along about two thirds of the runway. Then the noise of the engine changed and the planes taxied to the west end of the runway. There, they turned toward the north and taxied back to the take-off point along the taxiway, which leads to the hangars. A radio truck with three windows, wooden boards to support loads on its roof and an antenna rod on the two rear edges was parked on the landing field, 25 to 30 meters northeast of the eastern end of the runway.

8. A new road had been constructed northeast of the field on the southern edge of the settlement occupied by Russians. (6) [redacted] it was dangerous to stand still on the road or to look at flying aircraft. On 19 May, a German in the small private garden east of the field had been arrested by a Russian.

9. [redacted] The drivers of all vehicles were black-bordered light blue epaulets. Some Russians on truck [redacted] wore an insignia representing a bladed propeller.

[redacted] Comments.

- (1) Two batteries of 85-mm AT guns and probably two batteries of 37-mm guns, including the AA guns which arrived in the night of 19 May 1952 are located at Cottbus airfield. The first four 85-mm guns had arrived on 18 April. [redacted] They were emplaced north of the fuel dump on 26 April.
- (2) The construction of the road was previously reported [redacted] The highway station is entered on Map GSGS 4414, sheet 4251 on the road leading from Cottbus toward the northwest.
- (3) For location of new barracks installations, see Annex.
- (4) The outer low frequency landing beacon is located at Unter-Teich. See Map GSGS 4414, sheet 4251. According to previous reports, the landing beacon is just southeast of triangulation point 61.7 which is also entered on the map.
- (5) [redacted]
- (6) For location of newly constructed road, see Annex.

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- (7) The report confirms that the bomber regiment in Cottbus continued retraining on jet bombers. The fourth jet bomber which was observed on 31 May, probably made an intermediate landing at the field, while one of the three jet bombers at the field was apparently not serviceable for some time.

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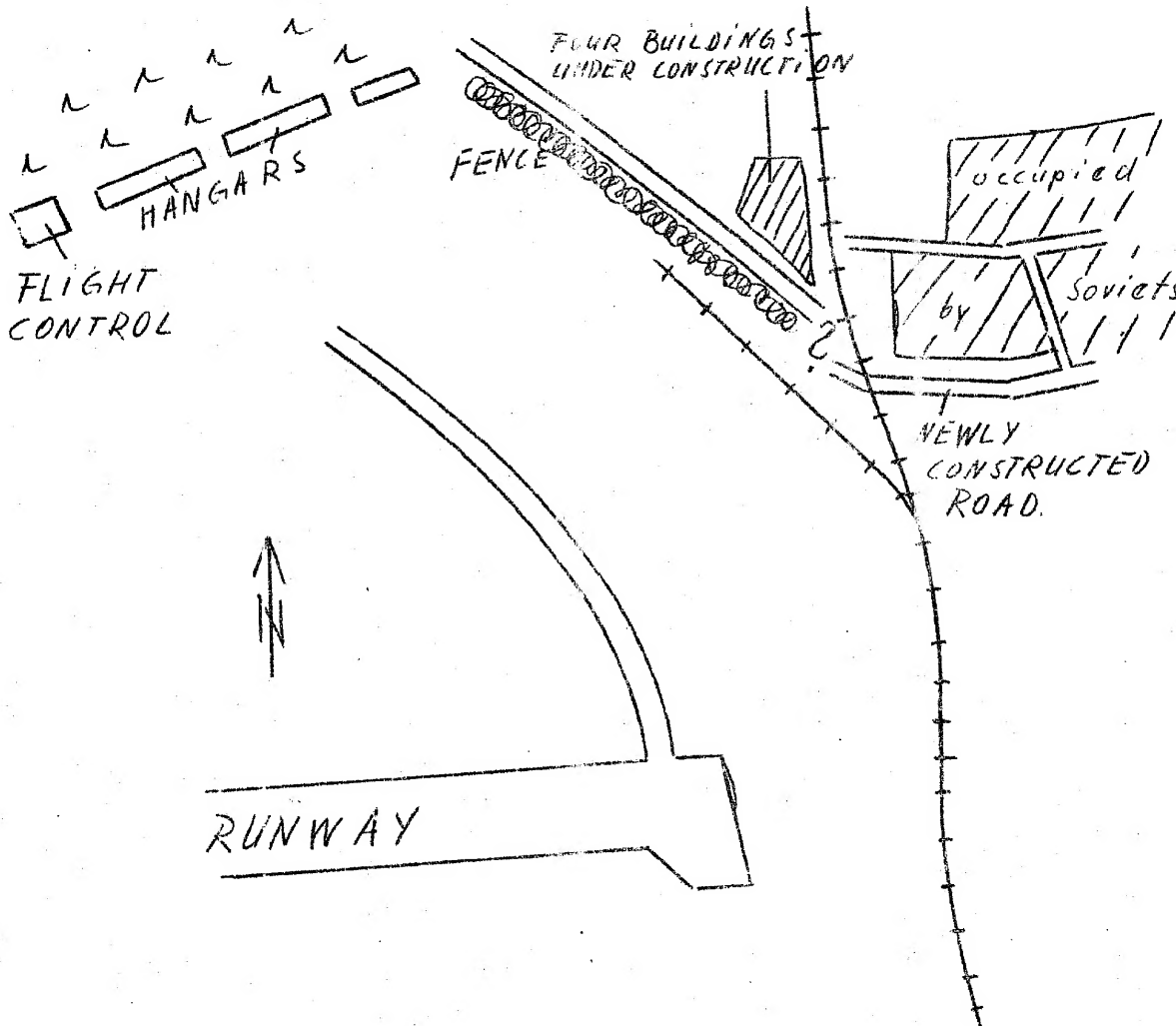
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Annex

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Location Sketch of Buildings Under Construction

at Cottbus Airfield



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